## THE GREAT WEST.

EXPLORATION OF CENTRAL MONTANA. A LABGE MILITARY FORCE TO INTIMIDATE THE IN-DIANS-DETAILS OF THE ORGANIZATION-PROS-PECT OF A RICH HARVEST OF SCIENTIFIC TRO-PHIES.

IFROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.] FORT RICE, Dakota Territory, June 13.-This place is so remote from the East, and until recently so far removed from direct railroad communication, that it may be necessary to tell your readers how to get here. The most direct route is from New-York to Chicago, from Chicago to St. Paul, St. Paul to Duluth, or North Pacific Junction 24 miles west of it, and thence by Northern and Pacific Road to Bismarck, on the Missouri River. From Bismarck to Fort Rice it is 25 miles by land, and between 50 and 60 miles by river, owing to its great disposition to kink. Eventually there will be a much more direct route from St. Paul by way of the St. Paul and Pacific Road, which will run diagonally from St. Paul to Fort Breckinridge, and intersect the Northern Pacific Road at the Red River.

Within the last 10 or 15 years so many new Territorios have been manufactured in the West, and so many old ones turned into States, that one has to be an active student of geography to keep up with the changes on our map. I doubt if many well read people in the East, even professional men, other than teachers, could give the boundaries of our Territories correctly without ref-erence to a map. For the benefit of those who have neither the inclination nor the opportunity to consult the latest maps of the United States, let me say, without any affectation or pedantry, that Dakota is bounded on the north by the British Possessions, on the east by Minnesota and Iowa, on the South by Nebraska, and on the west by Wyoming and Montana. The Red River Valley runs through the eastern part, and the Missouri rans diagonally across the Fort Rice is very nearly in the center of the Territory. Military forts have been established jent points on the river and through the eastern half of the Territory. Yankton, the capital, is in the south-eastern part of the Territory, on the Missouri. It has a population of about 2,200. Vermillion, in Union County, has about 1,000; Elk Point, Sioux Falls, and Springfield have about 500 each; Bismarck, 1,000. There are a score of other little places tucked down in the south-eastern corner, near the Iowa line. In all, the whole Territory has a population of about 25,000 to 30,000, confined to an area quite small when compared with the extent of the Territory. The far greater part of the Territory is a new and unsettled country. That portion of it west of the Missouri has scarcely been explored at all. The Sloux and other tribes of Indians at present occupy the larger portion of the Territory. Until they are subdued settlement in the interior cannot advance A NEW TOWN IN MONTANA.

Of the towns mentioned above. Bismarck is the only one with which I have a personal acquaintance, and that has been limited to one night. Could the great German after whom it is named learn of the honor that has been conferred upon him he would be sadly lacking in the sense of humer if he did not enjoy a good laugh.
This is the only satisfaction I think he could derive from the compliment. But as he is never likely to hear of the place, I fear that this satisfaction will be denied him. But even Bismarck the great was once little, and perhaus the time will come when Bismarck the little will come great. The town thus named is situated on the Missouri River at the Western terminus of the Northern Pacific Road. The place dates its existence from July, 1872, and is thus hardly a year old. It claims about a thousand inhabitants, and I should suppose would be able to establish the claim. The town has now two or three hotels; several stores, and that essen tial feature of a Western town-an indefinite number of rum sheps. It has not a very good reputation in respect to morality, but I think it is not lacking in hospitality I arrived there late at night. One half of the town had gone to bed, and the other half were in the rum shops. The hotel was full, and closed for the night. There seemed to be no resort but to return to the car we had left, and pass the night, but a fellow-passenger succeeded in arousing a store-keeper known to him, and we were kindly taken in and quartered in the store, and left on a bed of buffaloes and blankets. Whatever may he said against the Western character the charge of inhospitality cannot be brought to its households. The town is now rejoicing over the completion of the road clear to its doors. The road was only brought to this point on Thursday last, a week ago today. The town was built on faith of this termination. Some dissatisfaction is expressed at the way the Northern Pacitic road handles the town sites. Men are afraid to buy, they say, till they know whether the town is to remain here or not. The nearness of Fort Rice to Bis-marck, and the fitting-out of the Yellowstone Expedition, has necelerated the trade pulse of this infant town considerably. The store in which I slept was opened a few days since. The first day the owner sold \$584 worth of goods. The man would be a Stewart in a few years at this rate of increase. I imagine, however, that when the Yellowstone Expedition leaves, things will be rather dull in this vicinity. At present, it is the all-absorbing topic through Dakota and Minnesota, in social, military, and commercial circles.

A SUPPLY OF PORK-PROSPECT OF INDIAN FIGHTS. detained several hours to await the arrival of Gen. Terry, commander of the Department of Dakota, who In company with his staff has come down to confer with Gen. Stanley, and witness the departure of the expedition. Our boat was one of the type of Mississippi steamboats, which have figured so much in the history of internal navigation in this country. I presume it was just such a steamer that Jim Bludso so tragically held to the bank. I thought I saw him once at the engine. If another steamer had come down the river about that time, I think James would certainly have appeared. The boat, I have reason to believe, was prepared for any such emergency. Pork fat is historically an essential element in any steamboat contest on the Mississippi or Missouri. There seemed to be a plentiful supply of this material on board. Being so far up the Missouri, having the river mostly to ourselves, the engine fires had little occasion for its use. The superfluity was therefore daily ocked, and melted down into liquid fat, the extra hog was the regular digestive staple. It was fried hog fo breakfast, boiled bog for dinner, and smoked bog for supper. A stream of melted hog infected the gravybowl. The vegetables, the hominy, and the corn were saturated with the same material. After using this fuel for five successive meals. I heartily wished that some rival steamer might overtake us and stimulate our engine fires.

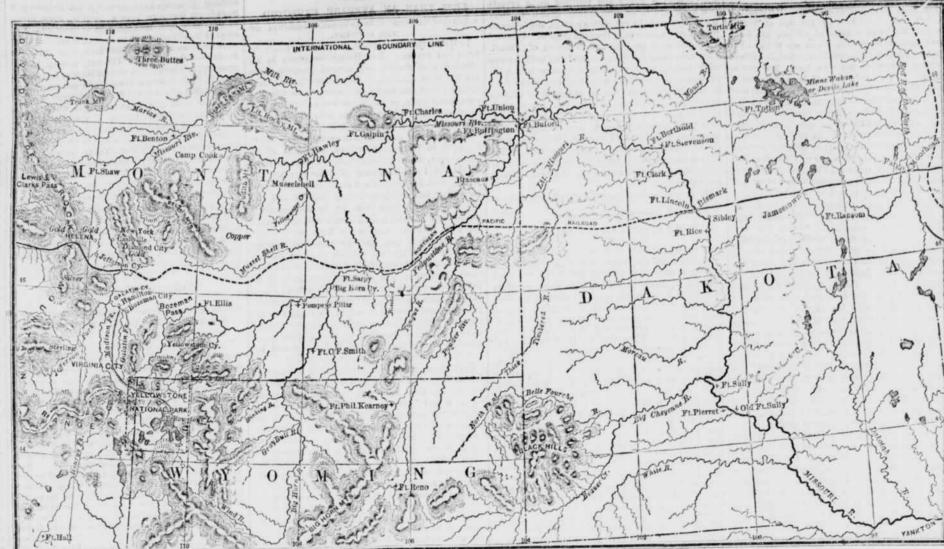
Fort Abraham Lincoln you will probably not find on the maps. It is about three miles down the river from Bismarck on the Western side. It is situated on a high bluff and commands an extensive and beautiful view of the surrounding country. There are at present three compunies of infantry there, under command of Lieut.-Col arlin. We stopped three or four hours at the fort to give the officers on board a chance to fraternize with the officers of the post. Many of them had not seen each other for years, and four hours was little enough to renew friendships, recount experience, and fight over old battles. I learned something of the nature of the Indian operations along this side of the river. The Sioux are proving very troublesome. For a month or two past they have been growing more and more audacious. It is the opinion of officers here that nothing but a good thrashing will check them. The recent statement in the papers, however, that the Indians had attacked the Fort in numbers is not correct. About 49 or 50 Rec Indians are employed at the fort as scouts. They are brave and effective men, but are, with their whole tribe, deadly enemies of the Sioux. The Ree scouts take the cattle out on the hills near the fort. The Sioux, who are well armed and mounted, maintain a constant watch to attack them at a disadvantage. If they see a few Rees a little removed from the Fort, they will frequently charge upon them and drive them in usually being careful to keep out of musket range of the Fort. Sometimes they appear in bands of 50 to 100 men. The long roll is then sounded, and the garrison called out. But as the garrison is composed entirely of in fantry, the Sioux are quite indifferent to the array. They know the soldiers cannot pursue them, and so they leave at their leisure. It was a raid of this kind that occasioned the report of the attack on the Fort. If the Ree scouts were removed the Sioux would probably not trouble the Fort. A company of cavalry then could scatter them very effectually. After the expedition returns Gen. Custer's cavalry will probably be stationed at Fort Lincoln, or in its vicinity. In one of these recent Indian ruids the artillery at the Fort did good service. A welldirected shot killed two of the Indians and hastened the departure of the rest of the band. Since that time they are more careful how they come within range,

INTENTIONS OF THE EXPEDITION.

Leaving Fort Lincoln at midnight, we reached Fort Rice in the morning about six o'clock. Gen. Terry was received with the usual military salute and conveyed to headquarters. To-day the various battations will be inspected in succession by Major Lewis of Gen. Terry's staff. A conference will be held with Gen. Stanley in

relation to the expedition.

THE YELLOWSTONE EXPEDITION.



the Yellowstone, was continued to Pompey's Pillar; but | eastward. That expedition, however, crossed over t westward from Bozeman City, and in general following this point has not been reached by surveys from the and passed up the Mussel Shell River on its return. The dotted line represents the projected route. The | Fort Sarpy. A surveying expedition, in 1872, proceeding region least explored lies between Jefferson City and

much left unsaid, will have departed. According to programme the departure ought to take place by the 15th inst. But there is no likelihood now that it will occur before the 20th. Supplies have failed to arrive at the time expected. The wagen train is yet 80 miles from here, and cannot arrive before Sunday night. As the expedition is going so far from its base of supplies, a few days' time can better be spared than many days' rations. An expedition so large as this involves a great amount of preparation. If it is able to leave by the 20th

it will do well In view of the early departure of this important expeiition a full account of its objects, organization and route will form a fitting introduction to a faithful chronicle of its progress and results. It is known here and all through the West as the Yellowstone Expedition, because one of its objective points is the Yellowstone River, and much of its operations will be conducted along its valley. But it is identical with what in the East has been called the Northern Pacific Railroad Ex pedition, because under its protection the engineers of that road will continue their survey. The Expedition has several related objects. First, as already intimated, to serve as an escort for the survey and location of the Northern Pacific Railroad, which will begin at the Missouri River and be extended to the interior of Montana, to connect with the survey from the Western coast. econd, to intimidate and subdue the Indians, who are bold and hostile, and very much opposed to the introluction of this road. If the Indians are quiet and inof fensive, their peace and tranquility will not be disturbed. Should they be disposed to be hostile, the expedition is fully prepared to meet such a disposition. It will be a part of the military plan to make a thorough determination of the whole section of country through which the army will march, with a view subsequently to establish two new military posts in the North-West. It is probable that one of these will be located on the It is probable that one of these winds backed of the Yellowsione, at the mouth of the Powder River. An appropriation of \$200,000 was made by Congress to establish these two posts on the line of the Northern Pacific Railroad. The appropriation was made on the recommendation of Gen. Sheridan. A third and important object of the expedition is to make a thorough scientific investigation of the traversed region, which has never yet been explored, and which it is expected will furnish a rich field for study and research, especially in its zoological and geological features. The large wagon train which takes out forage and supplies will return almost empty. This furnishes an excellent opportunity for collecting and forwarding to the East arre amount of specimens which it is hoped the region will afford. Previous expeditions of this sor , while they have engaged the services of eminent scientific men, and have been valuable in results, have been defective in transportation. It is especially distressing to a scientific man to find extensive and valuable material or every side, and yet have no means of b. aging it way. The best organized scientific expeditions are not able always, in the field, properly to classify and differntiate the multitude of specimens that may require bservation and reference. Generally on returning ollections are divided and submitted to the inspection and criticism of eminent scientific specialists, who are thoroughly versed in their respective departments. Whatever may be the character of the field-work | one

## will receive, at least, a large accession to her cabinets. THE MILITARY ORGANIZATION.

n this expedition-and there is no occasion to suppose

that it will be done otherwise than well-if extensive

and returned successfully to the East, the expedition

cannot fall to be fruitful in scientific results. Science

sections are made in the various scientific departments

The expedition is composed as follows:

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1. Ten companies of cavalry, in command of Lieut.-Col. Custer, 7th Cavalry.

2. A battalion of four companies of the 17th Infantry, in command of Major Crofton.

3. A battalion of flive companies of the 22d Infantry, under command of Capt. C. J. Dickey.

4. A battalion of the 8th and 9th Infantry, under command of Lieut.-Col. Bradley, 9th Infantry, All In command of Col. D. S. Stanley of the 22d infantry.

2dien. Stanley's staff is as follows: H. H. Ketcham, Adjutant 22d Infantry, Acting Assistant Adjutant-General: P. H. Ray, Second Lieutemant 3th Infantry, Chief Commissary of the Expedition: Capt. Edward Baker, A. Q. M. U. S. A., Chief Quartermaster; Assistant Surgeon J. P. Kimball, Chief Medical Officer; Lieut. Jas. H. Jones, Acting Aid-de-Camp. The total force of the expedition will be about 1,900 men, with 250 wagons.

The expedition will leave Fort Rice supplied with or days' subsistence and forage. Three steamers will take supplies up the Missouri and Yellowstone to the mouth of Powder River, where the expedition will meet them. One of these steamers will probably be used to ferry the command and supplies. It is possible that on the return of the expedition the infantry may be conveyed to Fort Rice on boats. The troops and officers are limited to the nallest possible quantity of personal baggage. The Department prescribes for the use of enlisted men one overcoat, one blanket, two shirts, two pair drawers, five pair socks, two pair shoes, and one poncho (rubber garment). In addition one pair of shoes per man will be carried in bulk on the wagons; the other clothing in the knapsacks. For the cavalry part of the command a coresponding allowance will be taken in the saddle bag. Each officer will take a valise; trunks and other impedimenta will be judiciously eschewed. The ammunition allowance is fixed at 200 rounds per man, cavalry and infantry, 40 rounds to be carried habitually in the cartridge oxes, the remainder in bulk in the wagons,

Thirty Indian scouts and eight half-breeds r s guides, and scouts will accompany the expedition. The 30 Indian scouts are enlisted men, and receive regular soldiers' pay. The half-breeds are employed at the rate of \$75 a month. Reynolds, a well-known hunter, who be well acquainted with the whole section of country, and one of the most skillful men in his calling in the North-West, will accompany the expedition with some assist ants, and add as much game as possible to the stores. Gen. Stanley, who commands the expedition, is one of

the most efficient officers in the service. It is only necessary to refer to his army record. He graduated from West Point in 1852, and has been in the service ever since. During the war he was a Major-General of vol unteers, and commanded the Fourth Corps operating in the West. He is closely identified with several of the most important military successes in that department. At the close of the war he was breveted Major-General of the regular army. His present command, independent of the expedition, is what is called the middle district of the department of Dakota, which comprises the country from Fort Buford to Yankton, and in cludes Forts Buford, Abraham Lincoln, Rice, and By the time this reaches you the Yellowstone ExpeSally—in fact, all the military posts on the Missouri
ditiou, concerning which so much has been said and so above Yankton. Gen. Stanley's devotion to the army

may be seen from the fact that in his whole term of service of 21 years, he has had but 30 days' leave of absence, and that was on the occasion of his marriage Army officers are allowed to have 30 days' leave of abence in each year, and are generally not loth to take it. During the war he was wounded two or three times. had his leg broken, and his horse shot under him. Gen Stanley is between 45 and 50 years of age. His 20 years of active service have bronzed his features and silvered his hair; but he is good for many years of work yet Last year he commanded the escort to a similar party of surveyors of the Northern Pacific Railroad. It was composed of 12 companies of infantry, without cavalry -in all, between 700 and 800 men. They were gone a little over three months. The expedition last year went as far as the mouth of the Powder River. ORGANIZATION OF THE SURVEY.

The surveying party of the Northern Pacific Railroad is composed as follows: Gen. Thos. L. Rosser, Chief Enineer; A. O. Eckelson, First Assistant; Montgomery Meigs, Chief of Transit party; #I. W. Reed, assistant evel party, T. Winston and H. Stevens; Topography, A. O. Donnah; assistant, A. L. Berry-with rodmen bainmen, campmen, cooks, and teamsters, the party amounts to 26 men. To give an idea of the work of the present survey let me say what has already been done on the Northern Pacific road. The construction of the Northern Pacific Railroad was begun in 1870, and was completed across the State of Minnesota in 1871-a disance of 228 miles from the junction with the Lake Supe rior and Mississippi Road, or 252 miles from lake navigation at Duluth. The section west of Minnesota between Red River and the Missouri was pu under contract in October, 1871. As afready noticed, the last rail on this section of the road was laid last week, on the 5th inst. In 1871, a preliminary survey was run clear across the continent. The survey, in 1871, com-menced at the mouth of the Heart River, opposite Bisnarck, on the Missouri, and proceeded 150 miles west. From there it descended to the Little Missouri River, following a stream which was named Andrews Creek. following down the Little Missouri five miles, they took another stream, called Davis Creek, and followed it about 21 miles across the divide between the waters of the Little Missouri and Glendive Creek. They followed the Glendive to the Yellowstone, on the 47th parallel, which ended the survey.

Last year they began the survey about seventy-five miles west of the Missouri, and bore to the south-west, leaving the line of the previous year a distance in the aggregate of forty miles north, and made their objective point the Yellowstone, at the mouth of the Powder River. On the return trip the survey was made ex-This route was rejected, however, by the Board of Directors as unpracticable.

This year it is expected that a decided location of the ne will be made from the Missouri River to the mouth of Glendive Creek. The survey will be continued up the Yellowstone. A large portion of the country from Washington Territory east has been surveyed. The eastern and western surveys are about 150 miles apart. It is the programme now to follow up the Yeliowstone and Pryor's Rivers and cross the divide between th Yellowstone and Missouri Rivers to the Musselshell River. Following that on a line due east, they will connect the two surveys from Puget Sound to Lake Superior THE SCIENTIFIC PARTY.

The scientific party is composed as follows: J. A. Alien of the Cambridge Museum, in charge of the zoology, botany, and paigeostology, and chief of the party ; Dr. L. R. Nettre, mineralogist and geologist ; W. R. Pywell of Washington, photographer; Edward Konipucky of Cambridge Museum, artist; C. W. Bennet of Camo idge, taxidermist and general assistant.

The scientists came down from Fort Lincoln with a wagon train, on Sunday last, with an escort of forty men and four Indian scouts. They are now comfortably quartered here, have a pleasant encampment, and all their outfit secured. Major H. M. Lazelle of the 8th In fantry, an officer of scientific tastes and a thorough scluber, has been detailed to look after the wants of the ciertists. He is himself the author of a recent work enutled "One Law in Nature," which is exciting a good deal of attention in scientific and critical circles.

The following order will explain just what arrangement has been made for the scientific party. It will be seen that the provision is generous and adequate:

WAR DEPARTMENT, WASHINGTON, D. C., May 6, 1873. Col. D. S. STANLEY, Fort Suily, D. T., through Lieut.-Gen

Col. D. S. STANLEY, Fort Sully, D. T., through Lieut.-Gen. Shridan.
Col. D. S. STANLEY, Fort Sully, D. T., through Lieut.-Gen. Shridan.
Colonkii: The expedition under your command, organized to escort the survey of the North Pacific Railroad, and to protect the location and construction parties of that railroad west of the Missouri River, will make a thorough exploration of the region traversed, collecting and reporting all obtainable information in relation to the natural resources and capabilities of the country. For this purpose all officers and persons on the expedition are charged with the duty of contributing as much as may be in their power to aid in the collection and preservation of this knowledge.

The commander of the expedition will be in charge of this as of all other departments of his command. He will have, for the better execution of this duty, a corps of scientists specially skilled in the several branches of knowledge, who will be under his special direction and protection, who will accompany the expedition and will be provided with rations, transportation, camp equipage and necessary assistance by the officers of the appropriate departments of the army. They will be appropriate departments of the army. They will be appropriate departments of the army. They will be appropriate of the National Academy of Science. These gentlement, upon the return of the expedition to the Missouri, will be furnished by the Quartermaster's Department with transportation to their homes, where each will make up his personal report and forward it to the Secretary of War. The collections of the expedition will be transported by the Quartermaster's Department to Washington, and delivered to the National Austonia for classification, arrangement, and preservation, as by law required.

A list of the names of the gentlemen invited to join the expedition is inclosed, designating their special spheres of inquiry. If any of them should be unable to join, where the proper is the proper of the proper of the proper of the prope

A list of the names of the gentlemen invited to join the expedition is inclosed, designating their special spheres of inquiry. If any of them should be unable to join, others will be invited in their places, and of all such changes you will be duly informed. A copy of their instructions will be torwarded to you.

Those gentlemen and their objects are commended to your care and protection, and you are instructed to direct all officers and men under your command to aid them in their special duties, and to contribute to the success and completeness of the exploration, as far as may be possible, without njury to the special duties of each. You will detail a sufficient number of troops, commanded by a young, active, and intelligent officer, and who takes an interest in scientific pursuits, to attend specially to the members of their corps, and to be their special escort. Yery respectfully, your obedient servant,

Gro. M. Robesson,

Acting Secretary of War.

Five hundred dollars has been allowed for tools and pecial outfit for collecting, and \$1,000 for photographic apparatus and material. The photographer is supplied with a spring wagon for transporting his material and apparatus, and a spring wagon is also supplied for the other members of the corps. A saddle-horse is supplied

to each member, and a heavy wagon and team will transport the baggage

BEGINNING OF THE SERVEY. The railroad surveyors begin their work this year at the mouth of the Heart River, which is nearly opposite Bismarck, and some 25 miles from here. In order that the delay in the departure of the expedition may not retard the survey, Gen. Stanley has ordered Major Townsend of the 9th Infantry, with four companies of the 25th Infantry, and a detachment of 25 men and a commissioned officer from the cavalry, to proceed at nce to Fort Lincoln, then cross the river and proceed with the surveyors along the Heart River. They start to-morrow, the 14th inst., supplied with 15 days' rations and 100 rounds of ammunition per man. The main body of the expedition will move almost directly west from here, and overtake the detachment in two or three days on the Heart River.

THE BRIDGE RING.

BROOKLYN TAX-PAYERS' VIEWS. The following are only two out of scores of etters which THE TRIBUNE has received from residents of Brooklyn, thanking it for the efforts it is making to reform the Ring rule of that city out of existence :

GRATITUDE FOR THE TRIBUNE'S EFFORTS. To the Editor of The Tribune. SIR: Your fearless independence is exciting among us all the liveliest gratitude. A year or two ago we were on the brink of despair. Our newspapers, generally muzzled with largesses or sinecures, were as dumb dogs, that cannot bark; sleeping, lying down, oving to slumber." We saw no way of escape. On ou leving to slumber." We saw no way of escape. On our right hand, and on our left, at every street corner, and far out wherethere were no streets, we were waylaid by "the Rings." their emissaries, their spies, or their pimps. We were accosted in accente mid, but in tongues not altogether unknown, with athletic emphasis, in language which is, being interpreted, "Your money or your life." Our leading public men were generally of easy virtue, A few dollars—a small fee—a little gift such as "blindeth the eyes," and "All is well." echoed from our watch towers by day as well as by night. Our lawyers were deaf to the cry: "Woe unto you also, ye lawyers!" that is incessantly ringing in their ears. Our leading public men, most of them lawyers, as we elevated them, one after another stumbled very generally into the sames of the rings, or were chased there with "clubs" or more social and persuasive weapons, and fell an easy prey to "the wiles of the Fowlers." Very few of our men prominent in learned and benevolent and religious organizations exhibited inherent vigor enough for a public remonstrance against the villainless that were sapping the sacred foundations of the family institution and the bases of social order. Where is there a pulpit that has resounded with denuncations of a single one of our hydra-headed monstra? I has, even poor God-forsaken Sodom, in the last sad hour of its appailing doom, seems to have had more righteous our spoken men, in proportion to population, than our unfortunate Brooklyn had when the rings—"The Three Kings"—"The Three Kings,"—"The Three K's"—were plundering the city, in the noon-tide of their gigantic conquests! Yes, conquered, given over to the sonler, and plundered without mercy, within the past few years, and with our own consent, all by our own chosen servants. General demoralization, bankruptey of our chartered corporation, the final plunder of the city treasury, and the seizure of all private property to pay debt contracted by the official profligates, were some of the evils that s right hand, and on our left, at every street corner, and the final plunder of the city treasury, and the seizure of all private property to pay debts contracted by the official profigates, were some of the evils that stared into our dwellings with "the fifful gas light furnished at thieves' prices." And, worst of all, we could see no way of escape. Neighber after neighbor deserted us, "sold out and cleared out," some going to near-hand places in New-Jersey, others to suburban villages on Long Island or in Westchester County. Despair began to seize upon many of us. A blackness of darkness "that might be felt" spread over the city. Thick clouds of portentous aspect surrounded us. Thunders of "reform" were heard occasionally, from "The Rink" and from "The Fifty;" and sometimes ominous rumblings from "The Seventy Five," and finally from "The Hundred." But now The TRIBUNE'S lightning flashes! The Ring reques, how they run! Off to the West, out to the prairies, over the ocean, into the seas, somewhere or anywhere to get out they run! Off to the west, out to the prairies, over an ocean, into the seas, somewhere of anywhere to get out of Brookiyn, away from these terrible TRIBUNE thunder-bolts! "It rains ormstone!" said a Ring magnate, the other day, to a crony on Joralemon st., where they net, back of the City Hail. "Yes, so it does, Mr. Magnate—thot, isn't it! Hotter than it was that day in the Pub-

School I' Well, our atmosphere is getting purer. Honest people Well, our atmosphere is getting purer. Honest people, men and women, as well as children, begin to breathe again. A little more Tribbuse lightning, and we shall all breathe freer. As in old Rome's days of darkness, despondency and gloom, when the institution of "The Tribune" saved the city from disruption, so now The Tribune" saved to Brooklyn, to save a great city from impending raim. Not in military array, or with the enginery of war, but in the invincible armor of Truth, this modern Tribuse marches on to a glorious and peaceful victory, amid the gratulations of Thousands of Families in Brooklyn.

To the Editor of The Tribune.

SIR: I have not heretofore been a great admirer of the political course of THE TRIBUNE, but have lately learned to regard it with much respect and equal admiration as a most able and faithful conservator of the public interests. I am especially grateful for its treatment of the insolence and audacity of the "Ring" robbers of Brooklyn; the result of its exposures in that direction already wears the form of a welcome relief to our despoiled tax-payers. If the rate of taxation for the present year should fall below 5 per cent, the escape from that intended oppression would be due solely to denunciations of The TRIBUNE. For God's sake perse vere in your good work. I can see no other hope for us than in The Tribune's defense. The papers of this city are hopelessly bound in the conspiracy of the Ring, and all that their director, can do to retard the reforms you have inspired will certainly be done; but we have equal faith in your power and your fidelity, and look-many, many thousands of us—to you as the only mean left to us of averting the threatened confiscation of our

One of these journals the other day contained, as an off-set to the alarming effect of your statement respecting the probable increase of the rate of taxation, a reported interview between one of its subordinates and Mr. D. M. Channey, an illiterate real estate agent of this city. The object of the interview was to prove that taxation was really less in Brooklyn than in New York. As a matter of course, the mere statement of such a proposi-tion will carry with it, to intelligent minds, its own refutation; but to illustrate its absurdity allow me to quote the following facts: I am the owner of two houses —one, assessed for \$5,500, valued at \$11,000, in the Twenty-first Ward of Brooklyn; the other, assessed for \$5,000, valued at \$25,000, in Greenwich-ave., New-York. One of these journals the other day contained, as an off-Twenty-first Ward of Brooklyn; the other, assessed for \$8,000, valued at \$2,000, in Greenwich-avc., New York. Last year, my taxes upon the latter were \$172 82; upon the former, including also an assessment of \$229 for opening a sewer, \$571 19! I would gladly sell out in Brooklyn for less than the property cost me, but who will buy in such a condition of affairs \$1\$

Brooklyn, June 18, 1873.

AMOUNT OF THE BRIDGE "DIVERSION."

No prejudice in favor of individual members of the Board of Directors can longer close the eye of ordinary intelligence to the fact that the Board has upon the whole practiced a confidence game upon the public. William C. Kingsley and his friends have continued in their official capacity to divert hund-reds of thousands from the common pocket, under the cotor of patriotism and public spirit; but if what they

led the people of New-York and Brooklyn to expect was to be an enterprise dowered with great and lasting advantages to the community, they have made a scheme for their own and only their own aggrandizement. Kingsley, according to his own showing, is a solid half million in pocket by the operation; his aids and abetters have profited to a not smaller degree upon general contracts and side jobs; the Hon. Henry C. Murphy has had his bank account wellen not a little in return for special services, and the Hon. Judge McCue has a purse certainly not much the leaner for the legal advice which he has given during the rusing of the towers and sinking of the caissons. Indeed, for at least eight of the Directors this little "spec" has been one of the most comfortable and easily managed on record. Kingsley has done the engineering, Murphy has obtained all the needed legislation, McCue has given the legal advice, and Mr. Prentice has kept the books and genymandered the accounts generally. A more harmonious quartette it would be hard to find anywhere. "It is one of our beliefs that the people pretty generally see through the game, and are now determined, where fram is charged, to have the facts rather than the rhetoric of special pleaders. That the bridge directors have come to be of the same opinion, also, is made partially evident by the new move made last week. We refer to the move which resulted in their paying up the installments on their stock, and assuming a position of indifference on the question as to whether or not the Governor shall sign the bill before them. The eighth and ninth installments were made last week. We refer to the more which resulted in their paying up the installments on their stock, and assuming a position of indifference on the question as to whether or not the Governor shall sign the bill before them. The eighth and ninth installments were made last week. We refer to the more shall sign the bill before them. The eighth and ninth installments were beginned to their investment, they do n't care e

## CONCERNING THE TRIBUNE.

THE BEST NEWSPAPER.

THE BEST NEWSPAPER.

From The Balagh Sentiant

Why should we not say so, believing it as we'def Believing what! Why, that the best general of Believing what! Why, that the best general that the same service of the New-York Transus. Its news department is fresh and full; its editorials are judicious and able; its correspondence far more valuable than that of any other New-York paper, while its literary department is not to be mentioned with any other of its city cotemporaries. We regard it as in some sort a duty to write this, for we would like to do a real service to those who wish to subscribe for a Northern paper.

DIFFUSING USEFUL KNOWLEDGE,
From The Norwich Advertiser.

THE NEW-YORK TRIBUNE is now doing for the diffusion of useful knowledge among the people what was done by the famous Penny Magazine. In a 'Lecture Extra' now before us, we have twelve lectures by Prof. Agassiz, all relating to the orig tures by Frot. Agassiz, all reacting to the control of mail life, and four valuable papers, by eminent scholars upon "Vestiges of Antiquity," "A Fossil Man," "Th Art of Dyeing," "The West in Ages Past," All this i upon a single sheet, and sold for five cents. This is the cighth sheet of the kind that has been issued, and we believe no such amount of first-class realing was even offered so cheap before.

POPULAR JOURNALISM.

The great and growing prosperity of the two The great and growing prosperity of the two Republican, and of other Liberal journals, shows that they meet the wants of a class of readers which increases rather than diminishes. The organs reekon without their host when they assert that the Republican supporters of Greeley are returning to the Administration fold. When they took up their line of march in the direction of purer and better government they burnt their bridges after them. They enlisted for the war. They will battle bravely and nobly till victory crowns their efforts.

THE TRANSPORTATION PROBLEM UNSOLVED.

THE TRANSPORTATION PROBLEM UNSOLVED.

From The Philadelphia Press.

We reproduce in another part of to-day's paper an editorial article from The New-York Tribune, which shows very plainly the results of the war of the Western farmers upon the ratiroad corporations. The article in question is a brief recital of facts, but its author expresses the philosophy of the whole situation in the last sentence, when he says, "Evidently the West has not solved the transportation problem yet." It has not only not done this, but thus far not even suggested a way of doing it. As we have previously declared, the programme of the Granges and their action in developing it have been very far removed from a remedy for their confessed troubles. They have been about as logical as a lame man would be in destroying his only means of locomotion—his crutches—and trusting to fortune or something else to supply him with new and better ones.

THE CHARGES AGAINST MINISTER MORL

THE CHARGES AGAINST MINISTER MORI.

From The San Francisco Bulletin.

THE NEW-YORK TRIBUNE'S Japan correspondent affects to throw some light on the announcement in the Anglo-Japanese press that a polite request awaits Arinori Mori, late Minister to Washington, on his arrivat home, to commit hari-kari. No reason was assigned for this, but The Tribune's correspondent turnishes as the key, that the management of the funds intrusted to Mori's care has been suspiciously loose, and that he has been wilffully perverse toward his own Government. If the charges be true it is more than probable that Mr. Mori's journey home may occupy an indefinite period, if in fact he ever reach the Land of the Sunrise. Minister Mori, whatever may be his personal failmers, has always exhibited in his public career great friendship and liking for our people and our institutions. It was anticipated that his return to Japan would result in closer relations between the two countries, and that his experience in America would bave been largely used in developing the new order of things at home. It is greatly to be regretted that anything should have transpired to prevent these expectations from being realized. THE CHARGES AGAINST MINISTER MORL

PROGRESS OF THE HOOSAC TUNNEL.

The Governor and Council have returned from their trip through the Hoosac Tunnel, and their conterence with the mill-owners of North Adams, and what they found out is worth mentioning. In the tunnel the work goes on faster than ever before, and 700 men are now employed. It is hoped that the light will shine through from end to end sometime in November, though six months will be needed to put the tunnel in readiness for railroad business, and perhaps another six months will clapse before it can be used for incessant freight transportation. At any rate, next Summer will be time enough to settle definitely the management and regulation of the line. The whole distance to be bored, east of the central shaft, was 12,831 feet, or a little less than five miles. Measuring from the eastern portal, 19,000 feet are substantially completed, and nearly-3,000 feet are substantially completed, and nearly-3,000 feet reaching the central shaft. About 1,290 feet are opened from the central shaft. About 1,290 feet are copened from the central shaft westward (1,15 feet on the 1st of June): then comes about 1,500 feet of solid rock (1,600 feet on the 1st of June); then comes about 1,500 feet of solid rock (1,600 feet on the 1st of June); then comes nearly a mile which is substantially finished tunnel; then men are attacking from both sides. West of this unopened section in 700 or 800 feet of haif-finished unnel; then comes nearly a mile which is substantially finished; then 1,500 feet of half-finished work, up to the west shaft, and then a little less than haif a mile of minished work to the west end, where the Shanley contract terminates. In the whole distance, therefore, while less than a little of a mile romains to be opened, about a mile and a quarter is to be completed, including the unopened L500 feet. Between Jan. 1 and June 1, 1513, 1,505 feet of new work was opened. At the same rate the hole will be pierced through a little after Nov. 1; but the contractors expect to hasten the work a little. The contract time is up exx Sum The Governor and Council have returned

TICS OF MANUFACTURING-A CLAIM THAT MANU-PACTURERS' PROFITS ARE REDUCED BY THE TARIFF. To the Editor of The Tribune SIR: An article in THE TRIBUNE of June 7, which arrived to-day, begins with the statement that "The census of 1870 shows such a ratio of progress in nanufactures in excess of that snown by the census of 1500 or 1850 as ought forever to silence that ingenious

FREE TRADE ISSUES.

"DOES PROTECTION PROTECT!"

REPLY FROM COL. GROSVENOR-THE CENSUS STATIS-

query of the Free Traders, 'Does Protection protect F " As I was the author of that query, I "rise to a question of privilege," and ask that fair hearing for reply which orable disputants always concede, and which Tux TRIBUNE, true to the ideal of journalism, has granted most generously to those who dissent from it on other The article in question compares the gross product of

manufactures in 1850, 1860, and 1870, as shown by the census, and claims, as the result of a decade of Protection, a product of \$109.65 per capita, without mining, quarrying, and the fisheries, which were included in 1860, when the product per capita was \$59.94. In this comparison there are two errors. First, it is based upon a census widely differing, in the industries included and excluded, from that of 1820, and differing still more in administrative efficiency—differences which the Superintendent of the Census points out very clearly, and the extent of which he shows, in his introduction to tas manufacturing statistics. And second, it states the production of 1870 in currency, an error the more surprising because in the same article the rate of wages in 1870 a reduced to gold for comparison with the wages of 1860. The Superintendent of the Cenaus, after showing fully

the nature and degree of differences between the two censuses, gives (Vol. III., p. 379) as the basis of a fair omparison of the two "reduced to equal terms as respects the inclusion or exclusion of certain industries. the administrative treatment of others common to both, &c., \$3,924,958,660 as "the true expression for the gross product of 1870," against \$1,835,861,676 in 1960, certain industries and results being excluded from both, or \$4,819,090,670 as the product of 1870, against \$2,325,000,000 for 1860, those industries and results being included in both. This census embraces the production of the year ending May 31, 1870, during which the average premium on gold, as shown in official publications from the Treasury (Report Bureau Statistics for 1872, p. 275), was 25.356. For fair comparison of values, therefore, the figures are, for 1879, \$3,131,049,099, in gold, if compared with the actually reported value of 1800, viz., \$1,885,861,675; or \$1,860,378,462 in gold. if compared with the \$2,325,000,000 of estimated value for 1860, certain industries and results being fuluded. The gross product per capita in one case would be \$81 13 for 1870 against \$59 94 actually reported for 1860, and in the other case \$100 on for 1870 against \$71 94, cor responding estimate for 1869. In either case, the increase in gross product during ten years of Protection was just 66 per cent, against 85 per cent during ten years of Free Trade, ending in 186), and the increase in product per capita was 35 per cent during ten years under Protection, against 38 per cent during ten years under Free Trade. May I repeat the query, "Does Protection protect !" It will be apparent that a still further reduction of the

values of 1870 must be made for perfectly just comparison, if the average prices of manufactured products are higher in gold than they were in 1860. That they are higher, I think every fair man will grant, and the cen sus report gives abundant proof of the fact. Here are a few illustrations, the first which occur to me, out of many to be found in that volume. The increase in num ber of yards of carpet made was 65 per cent; increase in reported value, 176 per cent; increase in average cost per yard, 63 per cent. Increase in quantity of sad made, 33 per cent; average price per bushel, 182, in 1850, and 27c, in 1870; increase, 50 per cent. Average value of steel made in 1860, \$150 per ton ; average in 1870, \$229 per ton; increase, 52 per cent. Average value of linss made in 1870, \$1 06, but its wholesale price in New-York was 57c. in 1860. Average value of woolen cloth made, the, per yard in 1860, and Sic. per yard in 1870; increase, 65 per cent. The increase in the value of cotton goods was about 57 per cent, though the number of yards made in 1860 was 1.148,282,405, and in 1870 only 1,051,507,242, the material having increased 95 per cent in cost, and decreased 3 per cent in quantity. Average value of pig iron made, \$21 13 in 1800, and \$11 22 in 1870; increase 65 per cent. In these important products, as in a multitude of others, the price of which are ascerfainable, the increase is far beyond the premium on old. The Superintendent of the Census, who has the best opportunity to form a correct opinion, ways (Vol. III. pr 379), that "after much thought and extensive inquiry on the subject, and the application of numerous tests he is disposed to regard 56 per cent as a just statement of the increase in price for all classes of mechanical and manufacturing productions between 1869 and 1870." Until some one with a larger range of facts at command can show reason for a different estimate, this must " a accepted as the most trustworthy. The product of 1870, \$4,839,000,670, reduced to the prices of 1850, becomes \$3, 101,000,000, and the value per capita only 883 44 against \$79 94, as above stated. Thus the increase in actual production, prices being reduced to the same level, was only 33 per cent under Protection, against 85 per cent under Free Trade, and the increase in product per capita only \$6 50, or about 8 per cent, against 37 per cent in the Free Trade period. May I not repeat the query,

Does Protection protect ? " The comparison of net product of manufactures contains the same errors already noticed. Adding mining, fisheries, and quarries, with a net product of about \$59,864,174, we must deduct from the reported product of 1870 about \$116,921,945 for the inclusion of butchers, a larger number of carpenters, black smiths, and other trades, and superior completeness obtained by especial neasures, as fully described in the census volume, and have a net product for just comparison with that of 1966 of \$1,697,256,163 in carrency. Reduced to gold, this would show a gain of 6) per cent under Protection against 84 per cent under Pree Trade. Reduced according to the nerease in prices, as stated by the Superintendent, we have a net production in 1870 of \$1,088,000,000 at the prices of 1800, and about \$28 22 per capita, against \$354, 256,584 in 1869, and \$27 16 per capita. The increase in net product is thus about 27 per cent, against 84 per cent under Free Trade, and the increase per capita about 3 per cent, against 35 per cent under Free Trade. Oues

more I must ask, " Does Protection protect !" The article in question makes the following comparison of wages :

1860. 378,876,953 1870. 775,871,930 1870. 16,871,930 1870. 16 gold. Increase—1850 to 1850, 12.11 per cent, 1860 to 1870, in rold, 11.86 per cent.

I have quoted that every reader may see for himself hat the wages paid in 1863-70 are here reduced to gold at the rate of June, 1873. But reduced at the rate for the year ending May 31, 1870, as above, the result is, for 1870, in gold, \$297 07, a gain of only \$8 13 or 2.8-10 per cent under Protection, against a galu of \$31 12, or 12 I to per cent under Proe Trade. But when we consider the value of wages for the purchase of manufactured products, upon the estimate of the Superintendent of the Census, we find that the wages of 1870 average only \$207 20 to purchasing power, against \$288 94 in 1960 - a loss of 28 per cent. May I not again repeat the query, " Does Protection protect?" The article in question expects Free-Traders to be surprised because the profits of manufacturing are less in 1870 than they were in 1800. With all modesty, I may say that this very result was pointed out in the book, "Does Protection Protect?" and forms one of the reasons for my benefit and the Protective system fails to accomplish the nims which its advocates desire. No man can desire more sincer-ly than 1 de that diversification of industry, that development of resources, that industrial independence, that stable resperity for capital and genuine progress for labor, which the Protective system aims—and I believe fails—to promote. Because it seems to me to retard the natural growth of manufactures by establishing finitions values, by rendering materials more costly as compared with products, and by depriving them of freedom to buy materials or sell products where they best can; because it seems to me to enhance necessarily the cost of products more than the wages of labor, and so to make the protected workman worse off than he was be-W. M. GROSVENOR. St. Louis, Mo., June 10, 1873.

An ocean race between an American and an English clipper ship has just been heard from. The American clipper-built ship Young America and the English La Escocesa sailed from San Francisco for Liverpool on the 27th February last, laden with wheat. The Young America made the passage in 106 days, and her British antagonist followed with a passage of 117 days. Both vessels had light winds most of the way. About \$20,000 was wagered in San Francisco on the result. This triumph for an American ship affords a local journal as opportunity profoundly to remark that "De Toeque-ville, in his valuable work, Democracy in America, attributes the success of Yankee skippers in making rapid voyages to the great self-confidence they possessed, and to their recklessness in carrying sail during high winds."